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257

COUNTRY Germany (Soviet zone)

REPORT NO.

TOPIC Neuruppin Airfield

25X1X

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT 21 to 31 July

DATE OBTAINED 25X1A DATE PREPARED 13 September 1951

REFERENCES [REDACTED] 25X1A

PAGES [REDACTED] ENCLOSURES (NO. &amp; TYPE) [REDACTED]

REMARKS [REDACTED]

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1. There was no flying at Neuruppin airfield on 21 and 22 July. The following flying activity was observed on 24 July:

Time	Activity	Aircraft
6 a.m.	Take-off	1 MiG-15
6:20 "	Landing after circling over field	same plane
6:55 "	Take-off	1 MiG-15
7:32 "	Landing	same plane
8:12 "	Take-off	1 MiG-15
8:28 "	Landing after circling over field several times	same plane
9:53 "	Take-offs in successive groups; planes flew at a high altitude	7 groups of 2 MiG-15s each
10:20 to 10:28 "	Individual landings	14 MiG-15s including red numbers 1153, 1157, 1176, 1189, 1113, 1169, 1249, and 1212; 4 had no numbers
10:50 "	Circled field	1 plane
11:12 "	Landing	same plane
2:10 p.m.	Group take-off	MiG-15s No 1113 and 1169

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25X1A

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- 2 -

During the reported period, a total of 20 MiG-15s were seen at the field. Source did not know whether additional MiG-15s were parked in the hangars.

2. Between 6:10 a.m. and 3:30 p.m. on 25 July, the following flying activity was observed:

<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
6:10 a.m.	Group take-off; high altitude flying	MiG-15s No 12 and 1169
6:32 "	Individual landings	same aircraft
7:10 "	Group take-off and same flying as from 6:10 to 6:32 a.m.	1 MiG-15 and MiG-15 No 1249
7:38 "	Individual landings	same aircraft

The same flying was continued by these four aircraft until 3:30 p.m.

3. The following flying activity was observed on 26 July:

<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
8:10 a.m.	Take-off of 3 flights at angles of 30 to 40 degrees, probably practice attacks on ground targets	MiG-15 No 1153
8:39 "	Landing	same plane
8:55 "	Take-off and same practice flying as by plane No 1153	1 unnumbered MiG-15
9:17 "	Landing	same plane
9:30 "	Take-off	MiG-15 No 1153
The same flying maneuvers were continued by the two MiG-15s up to 2:10 p.m. The aircraft flew for 20 minutes.		
2:10 p.m.	Group take-off and air-to-ground attack practices	2 MiG-15s
2:48 "	Individual landings	same planes on which the numbers 1189 and 1249 were seen
3:08 "	Group take-off and air-to-ground attacks; flying time about 30 minutes	MiG-15s No 1189 and 1249

The same flying procedure continued up to 5:30 p.m. The crews were probably changed after each landing.

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25X1A

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- 3 -

4. A twin-engine jet bomber, from an unknown airfield was seen at the field on 27 July. It landed at 9 p.m. coming from an easterly direction. No number or tactical symbols were seen on the plane. \* Between 10:30 a.m. and 5:50 p.m., there was flying by MiG-15s. The numbers 1153 and 1157 were identified. At 2 and 7:20 p.m. respectively, a southbound jet bomber flew over the field at an altitude of about 1,500 meters coming from an easterly direction.
5. On 28 July, the four MiG-15s of the alert flight, including three with the numbers 12, 1153, and 1169 and one unnumbered plane, were parked on the eastern end of the runway. No changes were observed in the occupation. However, the P0-2s and single-engine planes were no longer observed. There was no flying. At 3:17 a.m., the jet bomber which had landed on the preceding day took off and headed south. It took exactly 23 seconds for the plane to become airborne. Source observed that each MiG-15 was equipped with four machine guns which were encased in a reinforcement having the thickness of a fist and 60 to 80 cm long. The reinforcement extended from the lower front edge of the air intake to the rear. The two outboard machine guns projected beyond the reinforcement about 50 cm and the two inboard machine gun barrels about 30 cm. \*\*
6. The radio installation south of the west end of the runway was removed to Nietwerder. \*\*\* after about mid-July, the masts of the installation were no longer observed.
7. At 9 a.m. and 3:15 p.m. on 31 July, 16 MiG-15s covered by tarpaulins were parked in front of a hangar of the field. The alert flight, which consisted of MiG-15s with the red numbers 07, 12, 1176, and 1249, was observed at the east end of the runway. At 9 a.m. plane No 07 was towed to the platform on the east end of the runway. Four to five men wearing mechanic's suits went to work on the plane. At 3:15 p.m., the plane was again seen at its previous place. At 3:30 p.m. a white signal light was seen over the field. Thereupon, the engines of the four MiG-15s of the alert flight were started. MiG-15 No 1249 was the first to take off, followed by the three other planes. Within one minute all the four MiG-15s were aloft. When the planes were airborne they switched on their running lights and climbed to an altitude from 1,500 to 2,000 meters. They then performed aerobatics individually. At 9:15 p.m. the four MiG-15s landed in succession. Shortly afterwards, two tank trucks, with a capacity of about 3,000 liters each, approached the aircraft from the rear and parked on their left sides. The refueling process could not be observed because of darkness. One storage battery cart which was probably used for the starting of the aircraft engines, was standing by the side of each plane prior to its take-off and after its landing.

25X1A

\* [REDACTED] Comment. Aircraft of this type, type 27, are stationed in Oranienburg and presumably also at Jueterbog-Altes Lager airfield.

25X1A \*\* [REDACTED] Comment. According to photographs furnished by different sources, the MiG-15 is equipped with

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- 4 -

25X1A

[REDACTED]

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the left and right-hand sides of the nose wheel.

\*\*\* [REDACTED] Comment. This statement refers to an Adcock DF station previously reported. See [REDACTED].  
This DF station is presumably located near the outer landing beacon.

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